

## MISS LAW HERE IN HER TRICK AIRPLANE

Flight from Chicago Was in Fragile and Battered Exhibition Craft.

TIME, 9 HOURS 27 MINUTES  
Had Never Flown More Than 25 Miles Before—Will Get Real Machine Now.

Miss Ruth Law, whose flight from Chicago to Hornell, N. Y., Sunday set a new record for cross-country fliers in America, landed at Governors Island yesterday morning after a non-stop flight from Binghamton, N. Y., 188 miles northwest of here by air. Her little biplane now sits in front of the army hangar beside the monster air cruiser that was flown over the same course by Victor Carlstrom, whose record she beat, something like a weathered baby carriage standing next to a brand new limousine.

Officials from the Aero Club of America, some army officers, including Major-General Wood and Major Carl F. Hartmann, together with several dozen newspaper reporters, photographers and movie men, were in the parade ground shortly after 9 o'clock. It was 9:35 when Major Hartmann first sighted Miss Law, just a speck in the haze above Castle William, and at 9:47:35 she touched the ground. She had left Binghamton at 7:23.

Her total flying time for the 188 miles from Chicago to New York was 9 hours 27 minutes and 35 seconds.

Used Little Exhibition Machine. She is the champion cross-country flier of America. She is the champion woman aviator of the world. She is the only woman who has flown from Chicago to New York in a single day. She is the only woman who has flown from Chicago to New York in a single day. She is the only woman who has flown from Chicago to New York in a single day.

Will Make New Attempt. Miss Law tried to buy a big cross-country machine such as Carlstrom used, but Mr. Curtiss was afraid to sell to her for fear that she would be killed. He thought it was too powerful for her. But when he heard Sunday night of her record flight to Hornell from Chicago he called the Aero Club of America on the long distance telephone and said that she could have the new machine any time she wanted it. And she will very likely want it, for now she is going to try to break her own record by making a non-stop flight from Chicago to Governors Island.

Carlstrom, whose non-stop record was bettered by Miss Law, had the best equipment that money and science could produce and was flying from Chicago to Governors Island yesterday. His plane was a biplane with a motor of 150 horsepower. It was a biplane with a motor of 150 horsepower. It was a biplane with a motor of 150 horsepower.

Many Patches on Machine. "Ruth Law" is painted in large red letters on top of the upper plane so that it can be seen from the ground when she flies upside down, and the life belt she uses in looping was strapped around her when she landed yesterday. Here and there on the wings there were patches where the cloth had been punctured, and on the lower plane were holes where smokeports used in night looping had been nailed to it.

Miss Law was thoroughly chilled when she arrived and was very willing to go to Major Hartmann's house to get warm. But she seemed to be in the pink of condition, resourceful and not disposed to take herself seriously. She is slight, fair haired and weighs less than 100 pounds. She was openly pleased at the reception the army officers and Aero Club officials gave her, but she was a little bashful at first and looked as though she was wondering just why they were all there.

Her Tanks Were Empty. The post band was marching up and down at the head of a company of soldiers when she landed squarely in the center of the field, and some one asked whether she had thought the band had been brought out in honor of her arrival. "No," she said. "I hardly thought that. I just thought they were in the way and I hoped I would be able to make a landing without hitting them and spoiling the music. I could see that they were playing, but I couldn't hear them. You see I was gliding down with empty tanks, and I could not choose my landing place as well as though I had had some power."

"I did not fill my tanks in Binghamton. I thought I had enough gasoline, but when I was over the North River opposite lower Manhattan the motor began to skip. The tanks were nearly empty. I was up about 2,000 feet, and saw that I had gliding angle enough to make the parade ground, and then I had no engine trouble from the time I left Chicago. My only limitation has been lack of sufficient gas capacity. If I had been able to carry sufficient gasoline I would have made the entire trip in a single flight. That is entirely possible, and I will do it yet."

Soon Outrigger the Gale. "If Mr. Mitchell, the weather man in Chicago, had given me the fifty-six mile wind he promised I would have been in New York Sunday night, and I might have been able to get through without stopping for gasoline. I had a sixty mile gale when I started from Chicago, but it did not last long, and then when I had to leave the great lakes and cross the course it took it became a cross wind, so that it took still more gasoline. With a wind from behind this little machine will

so faster than Carlstrom's big one, because it is so much lighter and hasn't the resistance that his has."

"This morning I had to fly low, barely skimming the tops of the hills, on account of the haze. I was never higher than 2,000 feet and most of the time I was less than 1,000. I followed the river from Binghamton to Port Jervis and then I flew by compass, coming out over the Hudson just above Port Lee. It is comparatively easy to see water from the air even when there is a fog, and that is why I stuck to the rivers when I could. The only trouble I picked out from my map this morning were Port Jervis, Suffern and Ridgewood."

For Coast to Coast Flight. "I am going to enter in the transcontinental aviation contest which the Aero Club of America will hold next year. It is feasible in every way and will do much to develop cross-country flying in this country."

"The Aero Club is doing a most practical work. Its plan to establish a chain of landing places from New York to Chicago and then across the country, coupled with its transcontinental contest, is going to popularize cross-country flying in America. There will soon be hundreds of members of the club flying for business and pleasure. That will come just as soon as a chain of landing places makes it feasible."

Miss Law was received yesterday afternoon at the Aero Club of America by the president, Alan R. Hawley, and several other officers and members. She was introduced to Victor Carlstrom, from whom she won the record, and to several other officers. The official timers who came from the Aero Club to Governors Island yesterday morning for the finish were: E. J. Connelley, J. H. Connelley, of governors, Evert James Wendell and Henry Woodhouse.

Wife of Charles A. Oliver, Also an Aviator and Parachute Jumper.

LYNN, Mass., Nov. 20.—Mrs. Charles A. Oliver (Ruth Hancock Law), the aviator, is well known in this city, where she was born and has passed about twenty years of her life. When they were still young, she and her brother, F. Rodman Law, later a parachute jumper and professional death darter, were taken by their parents to Connecticut, but later returned to Lynn, and for a number of years she lived with her brother and husband on Chatham street.

Her husband, a Maine man, whom she married about five years ago, is an aviator and parachute jumper like herself. It was in 1912, while living here, that Ruth Law began to fly. She weighed only 115 pounds and looked like a school girl.

In 1913, she was established as a teacher in the aviation school at Dayton, Ohio, and on March 8 of that year, with Dr. F. H. Figgart, private physician of John D. Rockefeller, as a passenger, she reached an altitude of 1,800 feet in a twenty-one mile flight that lasted twenty-seven minutes at Sea Breeze, Fla.

Wilson Men Win in California Count. Vance McCormick Gets a Message That All Democratic Electors Are Safe.

Vance McCormick, Democratic national chairman, returned to New York yesterday and found awaiting him a telegram from Edwin McNabb, a member of the Democratic campaign committee of California, to the effect that the official count has been completed and all Democratic electors are assured of victory. The telegram is as follows:

"San Francisco count completed. All California electors absolutely safe. Mr. McCormick said he never doubted how the official count would result, but said it was pleasant to have his belief officially confirmed. The Democratic chairman will remain in the city during the week supervising the efforts of the Democratic finance committee to remove the \$100,000 deficit.

"There has been a fair response already to our appeals," said the chairman, "but sufficient time has not yet elapsed for the call to be answered in all parts of the country. I am sure the necessary amount will have been received within a very short time."

William R. Wilcox, chairman of the Republican National Committee, visited the Republican headquarters yesterday and conferred with Cornelius N. Bliss, Jr., treasurer of the Republican National Committee. Chairman Wilcox said he had no word as to the result of the official count in California.

"I want to say, however," said the chairman, "that there is no truth in the report that there is a deficit of \$250,000 in the Republican campaign fund. The deficit will not be more than \$25,000, if it is that much."

Chairman Wilcox came to the headquarters from L. A. Wood, N. J., where Charles E. Hughes and family and Mrs. Wilcox are spending several weeks.

DEMOCRATS GAIN IN RECOUNT. Two Congressional Districts in Penna. Threaten to Switch.

PITTSBURGH, Pa., Nov. 20.—M. Clyde Kelly, Democrat, took the lead from Representative W. H. Coleman, Republican, in the official recount of the vote cast in the Thirtieth Congressional district here today. With 41 of the 212 precincts the official vote was: Kelly, 18,824; Coleman, 16,767, a net gain for the day of 1,397 for the former.

Guy E. Campbell, Democrat, made a net gain of 145 over Representative A. J. Harshbarger, Republican, in the recount of the vote in the Thirty-second district, which with 69 precincts out of 244 in the district yet to be counted gave Campbell, 14,493, and Harshbarger, 14,177.

Mexicans Spread Typhus. FORT MADISON, Iowa, Nov. 20.—A special train will leave here tomorrow to tour the entire system of the Atchafalaya, Topeka and Santa Fe Railroad to fumigate and disinfect every bunk and bunk house used by Mexican section hands in an effort to prevent the spread of typhus fever. Four persons in Fort Madison are suffering from typhus brought here by a Mexican section hand. One has died from the disease.

## MITCHEL IS SILENT ABOUT REELECTION

Mayor Refuses to Take Any Interest in Effort to Revive Fusion Committee.

"MY HANDS FULL NOW" R. A. C. Smith and Arthur Woods Also Mentioned as Suitable Timber.

Mayor Mitchell said yesterday that he is too busy attending to his job in the City Hall to discuss whether he will be a candidate for reelection on a fusion ticket. Many of the men who were members of the Committee of 107 which nominated him for Mayor in 1913 are busy organizing another such committee for the purpose of arranging fusion with Mr. Mitchell as the candidate, and it was this activity that prompted the newspaper men yesterday to quiz the Mayor on his attitude.

"Will you accept another fusion nomination?" he was asked, after being informed of the work of the members of the fusion committee.

"I am not thinking about that matter," replied the Mayor. "I've got my hands full attending to the business which comes up in this office every day. Am I to be asked every day for the next two hundred whether I will run again? If I am I won't answer."

To Part in the Conference. "But the Committee of 107 which nominated you three years ago is holding daily conferences and organizing again in your behalf," he was informed.

"I don't care what the Committee of 107 has done," responded the Mayor. "I was not at their dinner or conference and I am not going to take part in such conferences. I am going to attend to the business of this administration and not put off matters of to-day to give time to things that will be decided months hence."

But while the Mayor professes to be paying no attention to what is going on, political circles are already buzzing with the Mayor's situation, and all signs point to a very early beginning of the campaign. The gossip heard among politicians is that if Mr. Mitchell cares to run again there will be no doubt that he can get the support of the Republican organization and all factions which supported him as a fusion nominee in 1913. And the opinion prevails that he can defeat any candidate put up by Tammany.

Talk of Straight Ticket. There is still talk, however, among certain Republicans, especially those in Brooklyn, that the Republican organization should put up its own candidate. There will most likely be a fight on this issue when the time comes for action, but the Republican leaders of Manhattan hold the balance of power and are decidedly in favor of supporting the Mayor should he care to make the race again.

Over in Brooklyn the Republicans are very insistent that one of their own party be nominated. The name of R. C. Smith, Commissioner of Docks and Ferries, is frequently mentioned as a man who could make an effective campaign against Tammany. Mr. Smith is wealthy, has a good record, is immensely popular in the organization and a good campaigner. Why not nominate him, say the Brooklyn Republicans, and get complete control of the city government.

Mr. Smith, however, is a loyal supporter of Mayor Mitchell and is one of the men organizing fusion sentiment for him and preparing for the coming campaign. There is only one contingency which would open up the way for the Dock Commissioner to make a bid for the Republican nomination, and that would be the flat refusal of Mayor Mitchell to run.

Along with the Smith talk there is also heard the name of Police Commissioner Arthur Woods as a possible candidate in the event the Mayor refuses to run. The record Mr. Woods has made in the Police Department, together with the strong financial interests which would be behind him, are cited as reasons why he would make a very desirable candidate.

Carmansia, Sea Victor, Here. The steamship Carmansia, first of the Cunard turbine, which has been in war service as an auxiliary cruiser since the early part of the war and which sank the German auxiliary ship *Cap Trafalgar* off the coast of Brazil, arrived yesterday on her first trip to this port since her sea duel. She will be a carrier of munitions for Britain.

James K. Hackett, Composer and Conductor, Astonishes Canadian Club Diners.

HE DIRECTS ORCHESTRA Sir Robert, Ex-President Taft and Mayor Mitchell Speak at Biltmore.

Two happenings which strode up and down the grand ballroom of the Biltmore last night while the Canadian Club of New York was feasting Sir Robert Laird Borden, Premier of Canada, were later followed by a new musical prodigy, Composer and Conductor James K. Hackett.

Mr. Hackett, heretofore known as an actor, had a balcony seat surrounded by nine mysterious men with instruments. As most of the evening passed without demonstration from his quarter it seemed likely that the company might never know just what Mr. Hackett was up to. But after William H. Taft, Mayor Mitchell, Premier Borden, who was the honor guest, and War Correspondent Frederick Palmer had made their speeches and the President of the United States and King George had been toasted and a letter from President Wilson had been read Mr. Hackett's secret was uncovered.

The chairman, Thomas D. Neelds, president of the club, explained that the balcony guest was a composer as well as an actor, and was a Canadian, and would now prove everything the introducer said about him.

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Mr. Hackett Responds. In reply Mr. Hackett boomed out a diatonic Canadian birth and confessed that he was a Son of the American Revolution. However, he said he loved Canada, and while sitting on the porch of his summer home on the St. Lawrence watching supply ships steam up and down the river he had been inspired to pick at his piano with his right hand a new march, "La Belle Canada," had emerged.

At 8 o'clock yesterday afternoon, he said, he had assembled an orchestra of nine pieces and persuaded the leader that the march could be orchestrated and mastered by dinner time. The leader had required in turn that he should conduct the orchestra.

"I have never done it before," added Mr. Hackett, "but here goes, and please let me cover the faults."

So Composer Hackett backed against the balcony rail and twiddled his fingers at Hackett's orchestra, and for the first time since "La Belle Canada" was performed amid applause that was wilder than anything that had gone before and that was led by the Canadian Prime Minister.

"I was a little," Composer Hackett said, "but I have composed thirty-seven pieces since June, and have brought them back to New York for copyrighting."

In his address Mr. Taft said that in the 100 years peace Canada and the United States had got into the habit of settling differences by peaceful means. "And please God, we will never get out of that habit," he declared that Sir Robert worthily represented the people of Canada, who are passing through a fiery test.

And in passing through that fiery test, said Mr. Mitchell, the next speaker, "Canada has found her national soul. The splendid record of the men sent overseas shows what citizen soldiers can do when put to the test, and this country may take heed of Canada's example of how a people may become effective when they have only a little time to prepare."

Speaking of Canada's position in the war, Premier Borden said: "We were called to fight for our country's interests and for humanity itself. That cause in which Canada has concentrated her manhood and her effort of more than two years affects the civilization of the whole world."

He added that the Canadian people without urging had given between \$10,000,000 and \$20,000,000 for the cause. "I am proud," he said, "that though we were a peaceful people absorbed in our occupations we have proved that the old races of Canada are not decadent races. We are as resolute and as determined to our own cause as the entire world."

At the end of this war means only a truce and

preparation for another war, it were better indeed that it had not been fought."

Frederick Palmer lavished praise on the Canadians whom he saw in action. He credited them with a military innovation, the trench raid.

Others at the guest table were William Allen Butler, Paul D. Cravath, Henry P. Davison, Otto H. Kahn, James M. Beck, Henry L. Stimson, George W. Wickersham, who was one of the speakers, Theodore Marburg, George T. Wilson, Herbert S. Houston and T. Kennard Thompson.

## POLITICIAN HELD FOR JURY FIXING

Henry M. Bennett, Wealthy Man, Accused of Embezzlement, Charges Frameup.

MINNEAPOLIS, L. I., Nov. 20.—Col. Henry M. Bennett, a prominent Republican politician of Oyster Bay and politically at least a close friend of Col. Roosevelt, was arrested here this evening on a charge of embezzlement. He was arrested before Police Justice John Buhler and held in \$25,000 bail.

Bennett charges that the arrest and charge were "framed up" and designed to ruin him politically in case he runs for Supervisor at the next election. He is charged with having accepted \$100 in marked bills at a local hotel this evening to bind an agreement under which he promised to fix one of the jurors in a case now pending, for which, according to the charge, his full fee was to be \$2,500.

The case on trial is a suit of Charles Fuller against the Bradley Contracting Company and is for \$400,000. A jury in the case had been selected to-day.

Charles T. McCarthy, the complaining witness, says that he heard rumors that Bennett was willing to fix the jury and so he made overtures to him. Then they met in a hotel after McCarthy had arranged to have District Attorney Smith and Warden Hulse hear by McCarthy paid \$100 in marked bills, he says, and upon his signal Smith and Hulse rushed into the room and arrested Bennett. They say they found the marked bills in his pocket.

Bennett says that McCarthy paid him the money as part of an old debt and that jury fixing had nothing to do with it. McCarthy's only interest in the case is as a friend of John J. Graham, counsel in the suit on trial. Bennett is about 50 years old and reputed to be wealthy. He was chairman of the meeting held at Oyster Bay the evening before election day, when he introduced Col. Roosevelt.

PARTY LEADERS IN DOUBT. Neither Side Will Predict How Next House Will Stand.

WASHINGTON, Nov. 20.—Neither the Republicans nor Democrats will predict just how the next organization of the House will stand.

"It is close, we hope to organize it," such is the comment of leaders in both parties. The organization is more than a year away in any event unless the President calls an extra session between March 4 next and the first Monday in December following, which is the date for the convening of the new Congress.

Chairman Doremus of the Democratic Congressional Committee to-day gave the following figures as to the makeup of the next House: Democrats, 214; Republicans, 209; Progressives, 3; Independent, 1; Socialist, 1; doubtful, 7.

The seven doubtful districts, as Mr. Doremus reads the situation, are in the following States: Pennsylvania, 3; Michigan, 1; New Jersey, 1; New York, 1; Illinois, 1. Mr. Doremus believes that the official count alone will determine the complexion of the next House, and that it will be three weeks before the result will be known.

Fined for Exhibiting Girls. Joseph Shull, owner of a dancing academy, was fined \$200 in Special Sessions yesterday upon his plea of guilty of having exhibited young girl dancers in cabaret performance.

## URGES SHAKEUP IN CUSTOMS DIVISION

Chief Halstead Tells Employees Housecleaning Would Make for Efficiency.

Addressing 125 customs officers of the United States at their fourth annual conference yesterday, Frank M. Halstead, chief of the customs division of the Treasury Department, advocated a general housecleaning in the service. He asserted, however, that collectors of ports, appraisers, assistant appraisers and surveyors should be placed on the civil service list and recommended the abolition of the post of Naval Officer as of no actual value to the Government.

"The Naval Officer is about as useful to the customs service as a second tail on the tip of a cat's nose would be," said Mr. Halstead, who did not mince words in pointing out what he considered examples of wastefulness and inefficiency in the customs department.

The conference, which is being held in the Customs House, will continue during the entire week here at the McAdams, Secretary of the Treasury, was expected to make an address yesterday but he did not appear. Andrew J. Peters, Assistant Secretary, is to be a speaker to-morrow morning. The day's proceedings were largely technical. The conference started in on the consideration of a list of more than 100 questions which have been posed touching upon the needs of the service.

Mr. Halstead's criticism proved an oasis in the desert of arid material at the very outset of the conference. The post of Naval Officer in the course of the discussion which followed his formal address. The Naval Officer of Customs in New York is H. Otto Wiltman, who was defeated for the Governorship of New Jersey in the recent election. His salary is \$4,000 a year. The seven other naval officers in the country receive \$5,000 each.

Mr. Halstead asserted that had the recommendations of Dr. Cleveland's committee on efficiency and economy been followed during the Taft Administration and the tenure of customs officers made permanent there would be no need of a Tariff Commission now.

WOMEN READY FOR NEW FIGHT. State Convention in Albany To-day Will Map Suffrage Campaign.

ALBANY, Nov. 20.—The annual convention of the State woman suffrage organization is to begin here to-morrow. A campaign for votes to carry through the suffrage amendment in the Legislature and also in the elections of 1917 already is being mapped out by the vanguard of workers who arrived here today.

Mrs. Norman de B. Whitehouse is to be re-elected president of the State Woman Suffrage party, and there will be no contests over other candidates. Mrs. Whitehouse, Mrs. James L. Laidlaw, Mrs. Raymond Brown and Miss Mary Garrett Hay addressed large crowds to-night in this city.

## AERIAL CRUISER HAS TRIAL FLIGHT HERE

"Super-America" Flies Over Hell Gate and Behaves Well in Tests.

The big aerial cruiser which has been assembled at Port Washington, L. I., under the auspices of the American Transoceanic Company, had a trial flight yesterday under the guidance of David H. McCulloch and Lawrence H. Sperry. They flew down Manhattan Bay to the Sound, over Hell Gate and back to the Sound. The "Super-America," as the air yacht is called, was put through diving and turning tests and behaved nicely. This machine is said to be the first step of the American Transoceanic Company to develop a transatlantic airplane service. This concern was founded by Rodman Wanmaker as a sequel to his attempts, cut short by the European war, to send an airplane across the Atlantic. The Super-America was built by the Curtiss Company at Hammondsport and was drawn "curious" by auto truck to Port Washington because it was entirely too large to be shipped on a railroad car, even when the wings were folded.

It was rumored at Port Washington that the machine was built to order for Harry Payne Whitney, but this rumor could not be verified.

The flying yacht will carry five passengers very comfortably and has engines each of 100 horse power, and is a further development of the flying boat America which Rodman Wanmaker had built for the purpose of flying from New York to Port to use in a transatlantic flight. It is estimated that the machine cost \$20,000.

Friendly Sons Elect Officers. At the annual meeting of the Friendly Sons of St. Patrick at the Hotel Astor last night the following officers were elected: President, John J. Dowling; first vice-president, Daniel P. Cohan; second vice-president, Henry L. Joyce; treasurer, John G. O'Keefe; almoner, Nicholas J. Barrett; recording secretary, James J. Hoey; corresponding secretary, Joseph Rowan; members of

Health Officer's Car Kills Man. HINGWOOD, Conn., Nov. 20.—W. T. Nagle, health officer in Fairfield, a small town near here, while driving his automobile on the Boston Post road to-night struck and killed Walter J. Bridgeport, 50 years old, of Gliman Manor, Bridgeport.

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